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1.	The following si	r activity was observed	at Brande	enburg-Arado airfield	25 X 1	
	between 8 Februa	ry and 5 March 1953s				
	10 February. Be about eight IL-1 and the weather	tween 10 a.m. and 3 p.m Os. The sky was 7/10 c was hazy.	overcast a	was little air activi t an altitude of 400	ty by to 500 meters	
	11 February. Between 8:45 a.m. and 5 p.m., individual and formation flights w made in the vicinity of the field. It was slightly hazy and the sky was about 8/10 overcast.					
•	12 February. There was no air activity. The field was covered with snow and visibility was limited to below 500 meters.					
	aircraft which m	tween 9 a.m. and 12:30 ostly flew in formation an altitude of 300 to	as of three	there was intensive air activity by three and four planes. The sky was eters.		
	15 and 16 February. There was no a ractivity.					
	17 February. At about 11 a.m., individual flights were made. Air activity continued up to 3:20 p.m. aircraft flying in formations of three.					
	18 February. Between noon and 4 p.m., individual flights, probably test flights, were made at the field. There was hazy weather.					
	20 February. The landing field was muddy and covered with pools as it had thawed. Probably, this was the reason why no air activity was performed.					
	25 February. There was no air activity although visibility was good and the sun was shining.					
•	26 February . A	biplane circled over th	e fieki i	n the afternoon up to	about 6 p.m.	
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25 YEAR RE-REVIEW

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27 February. Some engines were run up but no air activity was observed although the weather was sunny and visibility good.

28 February. In the morning, some take-offs were made by II-10s.

1 to 3 March. No air activity was claserved. Sometimes, the weather was foggy.

5 March. Between 10 a.m. and 5 p.m. and after 7 p.m., individual flights were made by ground attack planes. There was a closed cloud base. the cabin windows of the planes were covered with curtains and two men descended from each plane after landing. the planes had their landing gears extended while flying. the planes were flown by inexperienced pilots who were particularly cautious.

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Ambulance was observed entering and leaving the field. 25X1

2. The following observations were made at the field between 25 February 25X1 and 6 March:

25 February. Between 8 a.m. and 2 p.m., there was no sir activity at the field.

26 February. Between 5 and 11 p.m., two Po-2s practiced taking off and landing with the support of a searchlight in the northwestern corner of the field. The stars were shining. Forty II-10s were counted in the northeastern corner of the field, shout noon.

27 February, At about 1 p.m., a Po-2 plane was observed aloft.

25X1

28 February. At about 2:15 p.m., some IL-10s were in the air. At 3 p.m., two formations of 7 and 9 IL-10s were aloft at an attitude of 600 to 800 meters. At 3:15 p.m., eight to ten IL-10s and some additional aircraft were parked in front of the hangars. Motor vehicles observed in the southern section of the field included 1 radio truck, 1 command car, 3 tank trucks, 3 trucks, 1 ambulance, 1 fire truck, and 1 seden. At about 4 p.m., formations of 7 to 9 planes a proached for landing; the planes landed groups of two one shortly after the other.

All planes had red propeller hubs and red upper edges on their rudder assemblies. When the planes were a field at their dispersal areas, 40 IL-10s were counted at the field.

4 Agrch. There was no air activity during the morning. At about 1 p.m., an IL-10 plane was aloft which apparently made factory test flights.

5 March, Between 1 and 2 p.m., individual flights were made by aircraft which remained ald t for about 10 minutes. An IL-10 plane landed at 2:10 p.m. Between 5 and 11:45 p.m., individual flights were made by ground attack planes with switched on position lights. Three searchlights were in operation. One of them was located in front of the hangars, one in the northeastern corner of the field, and the third one south of the hangars. The take-off and landing strip was marked by a flare path. During the landing, the searchlight in front of the hangars was switched on first and, subsequently, the two other searchlights were put in operation.

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5 March. At 12:30 p.m., a Yak-1/, plane took off. Between 11 a.m. and 1 p.m., 40 H-10s were counted in the nor theastern corner of the field.

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Comment.

Branden burg-Arado airfield is occupied by a ground attack regiment which is equipped with 50 to 55 II-10s. The aircraft of this regiment are marked by red upper edges on their rudder assemblies.

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